

COAL FOR THE NAVAL

Topic Discussed at Length by Rear Admiral Bradford.

IMPORTANCE OF MORE STATIONS

Ability to Carry on Hostile Operations Curtained.

THE TRANS-PACIFIC CABLE

The urgent necessity of adequate coaling stations for our warships is dwelt upon by Rear Admiral Bradford, chief of the naval bureau of equipment, in his report to the Secretary of the Navy. His relation to the difficulties encountered in securing coal, transporting it and getting it aboard the ships. While these efforts were successful, the admiral says it was due almost entirely to the near proximity of the theater of war to our own coast. Admiral Bradford says that a United States fleet if called upon to act at any point across the Atlantic must encounter even greater difficulties than were found by Admiral Cervera.

Expense of Equipment.

Rear Admiral Bradford reports that \$5,514,000 was actually expended or obligated in the equipment of the navy during the past fiscal year, and that out of appropriations aggregating \$7,377,947 about \$1,800,000 will revert to the treasury as unexpended balance. The large expenditure for the natural results of the war.

Not only was there a great drain on the stores and appliances supplied by the bureau during the war, but numerous and extensive repairs to all ships were necessary after they were released from different ships were made during the year.

A total of 281,169 tons of coal, costing \$1,659,510.55, at an average of \$5.89 per ton, was purchased during the year. At an average of \$12.55 per ton, costing \$2,122,050.28, at an average of \$4.98 per ton, during the year ending August 31, 1899. Of this amount \$5,953 tons were purchased abroad, costing \$441,155.16, at an average of \$5.15 per ton, against \$4,111 tons, costing \$209,354.43, at an average of \$5.12 per ton, during the previous fiscal year.

There were purchased at home during the fiscal year 195,216 tons of coal, costing \$1,235,358.49, at an average of \$6.31 per ton, against 378,437 tons, costing \$1,529,119.75, at an average of \$4.02 per ton, during the previous year.

The increased cost is explained by the fact that during the fiscal year of 1898 the greater part of the coal was transported by government colliers, and was, therefore, of no cost to the bureau. During the past fiscal year, however, the coal was transported in this manner and the bureau has been obliged to charter ships for this purpose. Large amounts of coal were purchased at a large cost per ton of all coal purchased during the year.

Due to a larger percentage of coal consumed at distant points, where its cost is increased, the cost of coal during the year was 55.75 tons of coal were shipped to Manila, at an average cost of \$8.84 per ton, and 12,064 tons to Honolulu, at \$8.49 per ton.

The Best Coal the Cheapest.

In the opinion of the bureau the best coal is the cheapest. It is not alone a question of knots a ship can make per ton of coal; the preservation of boilers, freedom from spontaneous combustion and the endurance of the fire room force are all to be considered in selecting the kind of coal to be used.

The quality of coal cannot be determined by inspection—that is to say, it may be apparent that it is bad and it may be bad. The only way to determine the quality of coal is by burning it. According to Admiral Bradford the only safe method to insure a supply of really good coal is to obtain it through regular reports from the ships.

In view of the great importance of freight per ton to Manila and the failure to secure American vessels as carriers Admiral Bradford, chief of the naval bureau of equipment, has been obliged to charter ships for this purpose. Large amounts of coal were purchased at a large cost per ton of all coal purchased during the year.

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Establishing of Coaling Stations.

In a chapter advocating the establishment of coaling stations Admiral Bradford says: "At the breaking out of the Spanish-American war in 1898 there was but one foreign coal depot in the West Indies and the islands. Here the government possessed one dilapidated shed on rented land, with a capacity for 1,000 tons of coal."

"Efforts were made, when it was foreseen that war was inevitable, to procure coaling stations in the West Indies. The bureau failed, and the only remaining resource was to supply the fleet from the United States. The fleet was sent to the United States, and the only remaining resource was to supply the fleet from the United States."

Pago, Samoa, will soon be established. It is recommended that a coaling station be established at Yokohama under an old shed of twenty thousand tons for the storing of 10,000 tons of coal at Guam. Improvements are urged for the coaling stations at Manila, Manila, and Manila. The importance of a coaling station on each side of the Isthmus of Panama must be over-emphasized.

"Foreign coaling stations," he says, "which do not carry with them the sovereign rights of very small nations, the world's coaling stations for commercial vessels are sufficient, as a rule, for war vessels during times of peace. During war, however, the government must rely upon its own resources."

More Home Coal Depots Needed.
The report also contains a strong argument for an increase and the improvement of the domestic coal depots. "At the beginning of the late war," says Admiral Bradford, "with the exception of a shed at West Point, with a capacity of 3,000 tons, there were no accommodations for the navy yards or naval stations on our own coast for the receipt and storage of coal or means for rapid handling of the coal."

"The bureau was much embarrassed during the war for means to satisfy the demand for coal. The large expenditure for coal, and it was frequently impossible to coal ships which were patrolling our coast. The reasonable time. Merchant ships are generally equipped with coal bunkers, while men-of-war are not equipped with such facilities."

"The appropriations were made during the last Congress for remedying these defects. These appropriations have only been available since July, and in most cases but little has been accomplished. The large expenditure for coal, and it was frequently impossible to coal ships which were patrolling our coast. The reasonable time. Merchant ships are generally equipped with coal bunkers, while men-of-war are not equipped with such facilities."

"There is much need for a coal depot in the vicinity of Frenchman's bay, coast of Maine, and Narragansett bay, Rhode Island. No good coal for steaming purposes is mined near the Pacific coast. For this reason the natural results of the war. Not only was there a great drain on the stores and appliances supplied by the bureau during the war, but numerous and extensive repairs to all ships were necessary after they were released from different ships were made during the year."

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ing back and forth to equal distances on each side of the route followed in going to the westward, with soundings at intervals of twenty fathoms. The route was "The Nero sailed from San Francisco for Honolulu on the 22d of April. She sailed from Honolulu to commence work on the 2d of May. On the 22d of May she had completed a single line of soundings to the Midway Islands, by July 4. To Guam, and August 10 to Luzon. "Along this route, which is 4,812 knots in length, 853 soundings were taken. The characteristics of the bottom soil and the temperature of the surface water were served at each sounding station, and these, together with the meteorological record and other observations, were recorded on the ship's log. The soundings were sufficient, as a rule, for war vessels during times of peace. During war, however, the government must rely upon its own resources."

"Two effects from the projected great cable route between the Midway Islands and Guam were found to be necessary in order to avoid obstacles to a successful laying and operation of a telegraph cable. The first of these obstacles encountered was a submarine mountain situated a short distance westward of the Midway Islands and from the floor of the ocean, which he thinks to a depth of 2,000 fathoms, within eighty-two fathoms of the surface. The second obstacle is one of the deepest submarine mountains found in the world, situated about 500 miles eastward of Guam and sinking to a depth of more than 4,900 fathoms."

"Reports have been received of the preliminary line of soundings from Honolulu to Luzon, and they indicate that the route of the cable being surveyed will prove entirely practicable."

"No reports of the soundings taken on the return trip or of any soundings from Honolulu to Yokohama have been received. "Owing to illness, Commander Charles Belknap, U. S. N., was relieved from the command of the ship at Manila by Lieut. Commander H. M. Hedges, U. S. N."

AMERICAN SADDLES.

They Are Shipped to All Parts of the World from the New York Times.

The American saddle has now penetrated to all lands as thoroughly as the American locomotive or typewriter. One can drop into almost any prominent local saddlemaker's show rooms, especially the wholesale dealers, and find orders going to distant parts of the globe.

During the past year or so there has been a great change in the latest grades of development in American saddles. The saddle is a thing of the past. It is only a question of probably a few months until the leather saddle will be adopted by the military and naval forces of the world. The National Guards in all states and the army and navy have found it so superior to the old black saddle that, like the tan shoe, it has come to be regarded as more durable, but looks better when new and improves in appearance with age. It needs no polishing, as the black saddle constantly required, and summer and winter it is much cooler both for the horse and the rider.

The civilian rider was the first to discard the old saddle, and the military rider followed. The military rider has found it so superior to the old black saddle that, like the tan shoe, it has come to be regarded as more durable, but looks better when new and improves in appearance with age. It needs no polishing, as the black saddle constantly required, and summer and winter it is much cooler both for the horse and the rider.

The trees which go into the American saddle are acknowledged to be better than those of any other country, and the difference between the American and the foreign saddle is not in the leather, but in the trees. The American saddle is not up to the point that any horse or pony can be fitted into it. It is a horse that is fitted into the saddle, and the horse is not up to the point that any horse or pony can be fitted into it.

Saddlers do not slip any kind of a tree into a saddle. The tree is a thing of the past. The American saddle is not up to the point that any horse or pony can be fitted into it. It is a horse that is fitted into the saddle, and the horse is not up to the point that any horse or pony can be fitted into it.

A TERRIBLE PRISON.

Greivous Plagues in the Wall That Surrounds Old Manila.

From the St. Louis Globe-Democrat.

Ralph S. Gehrett, a young Jefferson county soldier with Company C, 20th Kansas, has written an interesting letter to a friend, telling of a visit to a Spanish prison. The prison is a terrible place, and the prisoners are in a terrible state of mind. The prisoners are in a terrible state of mind, and the prisoners are in a terrible state of mind.

"I must tell you something about the walls that surround and fortify the city. They were built by Gomez Dasmarias, a Spanish general, and they are in a terrible state of mind. The prisoners are in a terrible state of mind, and the prisoners are in a terrible state of mind."

Construction of Charts.

Admiral Bradford calls attention to the fact that the Navy Department has been authorized by Congress to construct charts of our own coast on the Mercator projection, and the latter the polyconic projection. The Navy Department has been authorized by Congress to construct charts of our own coast on the Mercator projection, and the latter the polyconic projection.

On the subject of a trans-Pacific cable Admiral Bradford says: "A practical route for a submarine telegraph cable was established between San Francisco and Honolulu some years ago. In order to continue the survey of the route from Honolulu to the Philippines, the Navy Department has been authorized by Congress to construct charts of our own coast on the Mercator projection, and the latter the polyconic projection."

tor's sale of No. 418 10th st. a.w., on Thursday, Nov. 9, at 4:30 p.m. Auctioneer, H. Brooks, executor. Thomas Brown, Adm., 314 and D. st. a.w., on Thursday, Nov. 9, at 4:30 p.m. Auctioneer, H. Brooks, executor. Thomas Brown, Adm., 314 and D. st. a.w., on Thursday, Nov. 9, at 4:30 p.m. Auctioneer, H. Brooks, executor.

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AUCTION SALES.

TOMORROW.

English Auctioneers.

Public Auction

Within Our Art Rooms,

1407 G Street,

FRIDAY,

Nov. 10, '99, at 1 A.M.

ON VIEW THURSDAY.

In Black, Oak and Mahogany,

Chairs, Screens, Wood

Boxes, Tables, Plate Racks,

Arm Chairs, Tea and Card

Tables, Dressers, Bed-

steads, &c. &c.

OLD ALSO

Old English Prints, Sheffield Plate,

Ornaments, Brass Goods, Cutlery,

Samarovs, Tapestry, Old Jugs,

Stools, Dresden Plates, Cabinets,

Lamps, Rugs, &c. &c.

UNITED STATES AUCTIONEERS.

CHANCERY SALE OF COMBINED BRICK

DWELLING AND STORE, 1000 N. 10TH ST.

N. W. CORNER OF HALL'S COURT AND

G STREET NORTHWEST, BEING PREMISES

OF THE DISTRICT OF COLUMBIA, IN CASE

NO. 1270, DISTRICT COURT, IN EQUITY

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